CENTRAL WASHINGTON UNIVERSITY

2011 Circulation Plan

Your future is Central.
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1.0 Introduction

This plan lies in the context of a continuing examination of the circulation policy associated with the university. Its form and recommendations are derived not only from members of the Campus Site & Development Committee, but also from discussions with concerned representatives from the community. The plan contains what are presently seen as the long-range circulation goals of the university, together with policies for reaching the goals. While some recommendations contained in this plan can be implemented immediately, others may take years to carry out. As time passes, specific policies may need to be adjusted or abandoned. The plan does not establish a schedule for change but is based on the premise that steps will be taken as they become necessary or possible, consistent with orderly development, funding, and the City of Ellensburg transportation planning documents.

1.1 Purpose and Guiding Principles

The Purpose of the Circulation Plan is to establish formal university circulation policies and procedures. The fundamental principles of the plan are the following:

1. Transportation facilities shall adhere to the Campus Facilities Master Plan in developing a person-friendly garden university.
2. Transportation and movement of people shall, above all, further the central mission of Central Washington University -- emotional, personal, and professional growth of students from a variety of backgrounds.
3. Transportation planning shall treat the campus in the context of the wider community and is an essential element of overall planning for the university.
4. Transportation modes which provide inexpensive, safe and convenient access to campus facilities shall be employed.

The central idea of this plan is the creation of a Local Transport Area, approximately three miles in diameter, around the university campus and within the Ellensburg community. Within this area, university policies encourage the use of pedestrian, bicycle, and public transport as modes of travel while discouraging the use of private motor vehicles.

Besides the general principles mentioned above, the following five guidelines have been used in the formulation of the specific policies appearing in Section 1.2.

1. Purpose of streets: Streets are primarily for the safe movement of people and goods, not the storage of vehicles.
2. Movement Priorities: Priority for movement is as follows: emergency vehicles, pedestrians and persons with disabilities, bicyclists, public transportation, motor-driven vehicles for service and, lastly, personal cars.
3. Commuter movement: To reduce the load on arterial and residential streets, alternatives to commuting by private automobile should be provided.
4. Cost of Parking: Those who benefit from parking on campus should pay the cost of maintenance. The appropriate university administrative unit should pay the incremental cost of providing special parking facilities needed for job-related
activities. Parking permit fees should be tiered to reflect real costs of parking, and allow for 15% open spaces.

5. **Accessibility**: The campus must be accessible to faculty and students in a way that encourages their active participation in the teaching, learning, and creative activities of the university.

### 1.2 Policies

The primary motive for policies regarding circulation on and around the CWU campus is to facilitate the safe and expeditious movement of persons with disabilities, pedestrians, and bicyclists. Continuous cooperation with the City of Ellensburg is required to plan, fund, and implement many of these policies. CWU, through the Facilities Management Department and the Site & Development Committee, will actively participate in city, county, and regional transportation planning efforts.

1. Recognize the special needs of pedestrians and persons with disabilities on campus and provide:
   a. Adequately wide sidewalks on or near the campus.
   b. Level crossings at street intersections.
   c. More wind-blocked benches along public transportation routes.
   d. Improved pathways.
   e. Encouragement to the City of Ellensburg and the Washington Department of Transportation to adjust street crossing signals for pedestrian ease.

2. Designate certain pathways as primary bicycle routes. Actions consistent with this policy might include:
   a. Designing bicycle pathways, involving such matters as alignment, grades, surface textures, etc., in a manner attractive to bicycle users.
   b. Initiate designated bicycle pathways on campus, where "designated" is understood to signify prior right to, but not exclusive use of, such pathways.
   c. Clearly marking such bicycle pathways in an unobtrusive manner as not to compromise safe travel.
   d. Designation of east- and westbound bicycle lanes – on the closed portion of 13th Avenue – as a major throughway for bicycle traffic across the university campus.
   e. Establishing bicycle lanes and pathways on other university streets as deemed appropriate to facilitate movement and safety.
   f. Enforcement of the priority rights of pedestrian use of routes and sidewalks not specifically designated as bicycle pathways.
   g. Informing bicycle users, as well as persons with disabilities and pedestrians, about the rules, designations, markings, and movement patterns relating to traffic on the university campus (e.g., provide maps, a rule/handbook on bicycle use, etc.).

3. Reduce the number of vehicles on the interior campus mall system.
   a. Use road patterns or blocking devices to restrict vehicular traffic on campus. Loops, cul-de-sacs, one-way roads, and bollards are all possible devices.

4. Reduce the number of vehicles in the Local Transport Area.
a. Encourage faculty, staff, and students to live conveniently close to campus. The university should give its backing to the development and maintenance of housing near campus, which enhances the quality of life and is consistent with the university’s central mission.

b. Provide direct transit services between outlying areas of the university population, campus, and downtown. Among the routes and embarkation points to consider are:
   i. Current route of Central Transit
   ii. Free long-term parking lots

c. Investigate such policies as:
   i. Expansion of services from students-only to include local community
   ii. Reduced fares for students and non-peak hour commuters
   iii. Nighttime and holiday bus service
   iv. Public transport for special events
   v. Flexible working hours for employees to match bus schedules

d. Establish an expanded bicycle path network through the local transport area to aid access from peripheral areas to campus. Such possibilities as the following need immediate consideration:
   i. Secure, possibly closed, facilities on campus and peripheral parking lots
   ii. Create exclusive bicycle lanes on periphery connecting with pathways on campus. Some possible routes to consider are:
      1. John Wayne Trail
      2. Chestnut Street
      3. Main Street to University Ave.
      4. Walnut Street north of campus to the airport

e. Encourage ride-sharing and the formation of carpools through such means as preferential parking rates and publication of lists of potential riders by geographic area.

5. Parking permit pricing will be consistent with the real costs of administration, building, maintaining, and securing parking lots.
   a. Obtain an accurate accounting of the university costs in administering, maintaining, and securing its parking facilities and roadways. Such a determination must be made to assess the comparative costs of alternative responses to campus transportation needs and to set equitable rates for parking.
   b. Attention should be given to state budget and funding procedures, which may require modification to implement this policy.
   c. Aim to maintain a reasonable amount of available spaces open at all times.

6. Minimize the use of central campus land area for parking. Allow no new parking lots in the central campus area.
   a. Lots will be increased as necessary on the periphery of campus.
   b. Reduce on-street parking around campus. Cooperate with the City of Ellensburg in continuing a restricted Residential Parking Zone (RPZ). Regulations will discourage storage of commuter cars on city streets within the campus area. In order to provide alternatives to commuters and campus residents affected by the curtailment of on-street parking,
implementation of this policy will continue to be coordinated with direct transit service policies and campus parking.

7. Provide adequate parking facilities.
   a. All university employees and students will be offered affordable and accessible parking.
   b. Provide parking for visitors. Parking areas should be designated for the use of occasional visitors to such facilities as galleries, event halls, theaters and administrative offices.
   c. Convenient parking should be available for visitors on official business. Costs of visitor parking should be borne by the visitors or the department they visit, as deemed appropriate. This policy is not intended to provide special parking for salesmen or others conducting private business on university property.

Policies for the following are yet to be determined:
1. Determine the university’s position on University Way traffic issues. The campus is now divided from the downtown community by this street. Investigate possible ways to facilitate crossing of University Way by pedestrians and bicycles. Safety might be increased by
   a. signalization improvements
   b. truck re-routing, or
   c. a pedestrian bridge.
   d. LED in roadway warning light system

2. Explore the possibility of providing parking facilities for commuters at some distance from campus. Shuttle service would be required between such outlying lots and campus.

1.3 Assignment of Responsibility
Implementation of the policies of this circulation plan falls under the broad responsibility of the Vice President for Business and Financial Affairs. The Assistant Vice President of Facilities Management is the administrative staff member most closely associated with the realization of the plan. The Campus Site & Development Committee is the appropriate advisory staff-faculty-student body. The Committee will continue to work with external agencies such as the City of Ellensburg Community Development Office and the Washington Department of Transportation, as well as community members and groups. Members of the university community will be directly and individually involved in circulation planning.
2.0 Existing circulation patterns

In the winter of 2006, several studies on the existing circulation patterns on campus and in the immediate vicinity were initiated. Parking Services performed vehicular counts on arterial streets and in parking lots to determine where and when parking is heaviest. Data was collected and modeled for the majority of regular vehicular trips within campus malls by operational, service and delivery vehicles. Modeling has been done for some of the alternatives to restricting vehicular traffic on the malls. Financial implications of reducing deliveries on campus from outside companies were also considered.

Further comprehensive review should be performed as necessary. Recommended studies include modeling movement patterns over the course of an average day, head counts on pathways, vehicles’ transportation times using malls versus accessing buildings only via service drives, etc.

2.1 Vehicular routes and parking

A spring 2009 study determined that the average campus wide parking lot utilization during the day is 73%. The more highly used lots see as much as 85% to 91% utilization. There will be follow up studies to validate this study. Parking is largely peripheral, following Master Plan goals. However, there have been anecdotal reports of “inadequate” parking adjacent to prime locations.

Peak parking demand coincides with instruction hours; the busiest time is Monday from 9 am to 2 pm, but high demand across campus runs from 7:30 am to 4:30 pm. Ideally, total campus inventory would consistently have a reasonable number of the open stalls for vehicle movement throughout the day.

On-street parking outside of a City operated RPZ is available. However, these areas – such as along Alder Street, on 11th south of Jongeward, or the neighborhood due south of the campus – are at full capacity.

Vehicular circulation routes are intended to be around the perimeter of campus. Some internal and service vehicle routes are necessary to facilitate access to various buildings (see Figure 1). The emergency vehicle routes are indicated on Figure 2.
Figure 1. Vehicular Circulation Routes
Figure 2. Emergency Vehicle Routes.
2.2 Non-motorized routes of travel

CWU is a major generator of non-motorized trips across campus and throughout the city of Ellensburg. Class II bicycle routes (a striped and signed lane set aside in a city street exclusively for bikes) are relatively rare, and most bicycle routes are Class IV bikeways (no markings or signage) around and through the campus. The John Wayne Trail crosses campus without a distinct path, leaving trail users to determine for themselves how to navigate through campus. Trail improvements and extensions on campus are being done in sections, largely funded as a part of other capital projects.

There are miles of maintained mixed-use pathways across campus. The primary and secondary use pathways are shown in Figure 3. However, there are several congestion points between bicycles and pedestrians on campus pathways, particularly at peak class-change times (see Figure 4). In places where there are no sidewalks on frequent point-to-point routes, “cow paths” are informally created. These worn areas on the lawn can be used to indicate pedestrian and bike traffic patterns. Persons with disabilities have direct access to all major buildings because of high-quality maintained sidewalks and malls and accessible parking proximal to buildings.
Figure 3. Primary Pedestrian & Bicycle Routes
Figure 4. Bicycle/Pedestrian Congestion Points
3.0 City Planning Efforts

The city plans to have arterial connections on all sides of the campus. These are or will be relatively large scale, high volume streets: University Way, Helena Street, Maple Street, D Street, Chestnut Street and 18th Street. There is planning to undergo the east side expansion in the near future, along Maple Street, widening the street to 60’ plus sidewalks and the John Wayne Trail. There are also plans to improve the intersections around campus, including street lights at Chestnut St. and University Way, and at D St. and University Way.

In the 2008 Non-Motorized Transportation System Plan, bicycle routes were evaluated for city connections to the CWU campus. Bicycle/Pedestrian routes connecting campus to downtown are considered part of a city commitment to developing a Town-to-Gown path.

Kittitas County has discussed the long-term preservation of a non-motorized pathway north of campus, as part of the John Wayne Trail. Piecemeal creation of this path is continually under evaluation and will be created as funds allow.
4.0 Proposed circulation patterns

4.1 Vehicular Routes To and From Campus
Adequate parking is not necessarily adjacent parking. A transit route circling campus began Fall 2005. This route may be expanded to include stops at distant parking lots.

Access should be provided to the business core of the downtown through direct travel routes, vehicular and non-motorized pathways, and by public transit systems. The Community Connection Zone as delineated in the Campus Facilities Master Plan 2010 will focus on these connective routes.

Dean Nicholson Boulevard cuts through the main campus, resulting in high levels of pedestrian/bicycle interactions with vehicles. This street has been considered for transformation to a pedestrian mall. A closure of Dean Nicholson Blvd. could further the pedestrian campus feel by skirting all vehicular traffic further to the periphery.

4.2 Within-Campus Vehicular Routes
Maintenance, service, and emergency vehicles use the malls to navigate to a building, but vehicle traffic within campus should be minimized. Whenever possible, all vehicles should attempt to use street access when driving to a building. Refer to Vehicular Circulation (Figure 1) and Emergency Vehicle Access (Figure 2).

4.3 Parking
The Campus Facilities Master Plan assures parking for students, faculty, staff and visitors. Simultaneously, it aims future development toward a pedestrian campus, with vehicle parking relegated to the periphery. As new lots are added, the use of non-traditional paving options will be considered. The Central Transit system should allow easier cross-campus movement from outer parking lots to academic and other buildings, thereby reducing the need for adjacent parking lots that reduce the aesthetic and safety benefits of a pedestrian campus. Attempts will be made to maximize satisfaction between convenient parking and reduction of vehicle movement on campus.

Permits are sold to students, faculty, and staff on a quarter, academic, or a discounted annual basis. At the north end of campus are two free lots and one discount lot, all other lots are by permit only (see Figure 5). In an effort to provide choices and accommodate all income levels, an effort will be made to maintain the existence of the free and discount lots.

Vehicles in lots or on city streets that do not move for weeks or months at a time are a problem for CWU, city maintenance and police. A free lot is available for students wanting long-term parking.

Adequate access/egress points should be provided for parking lots. This is especially true for lots which service event traffic, and additional egress points can be temporary.

In CWU’s continuing effort for sustainable upgrades to our facilities, Sustainable Sites LEED points may be obtained through the allocation of preferred parking spaces for low-
emission, fuel efficient vehicles or by providing charging stations for electric vehicles. In order to satisfy LEED standards, 5% of the lot capacity must be set aside as preferred parking or 3% offering charge stations. Vehicles must score a minimum of 40 on the American Council for an Energy Efficient Economy (ACEEE) rating system to qualify as a low-emission, fuel efficient vehicle. Furthermore, the state government advocates for the electric vehicle user. The state has indicated that state agencies should begin providing charging stations for electric vehicles to encourage electric vehicle use. CWU is currently studying this issue and will be coordinating with the City of Ellensburg. However, it is not mandatory for CWU to provide the capability to charge an electric vehicle free of charge.
Figure 5. Parking Map
4.4 Non-motorized routes of travel

Pathways wide enough to foster spontaneous meetings and to allow for high pedestrian and bicycle use at peak times will continue to be created to offer pedestrian and bicycle choices. Bicycles, walking, and other human-powered transit will be encouraged through “fitness for life” and wellness-hour campaigns, as well as through a general emphasis on Ellensburg quality of life issues.

CWU is a major generator of non-motorized trips in Ellensburg. A well-lit, clear connection should be promoted between the university and downtown. The John Wayne Trail will run through campus on a designated trail along Dean Nicholson Boulevard, and south on Alder Street to reconnect from 14th Street to the Kittitas County Fairgrounds. An alternate route, which will accommodate horses and wagons, is planned to skirt the north campus in a 5-mile loop and run along the future Helena Street extension (Figure 6). The trail will be constructed in phases that correspond to major capital projects along Dean Nicholson Boulevard and on the northeast side of campus, as funding allows.
Figure 6. John Wayne Trail Reconnection
5.0 Alternatives to Standard Single-Occupancy Vehicle Movement

Under the Washington State Commute Trip Reduction Law (RCW 70.94.521), state agencies are required to address and implement programs to reduce the number of single-occupancy trips to and within campus.

Non-motorized and electric means of transport (including skateboards and electric scooters) are allowed on “pedestrian” malls under WAC-106-116-856. These means are often faster than standard vehicular transport around campus, and will be promoted.

5.1 Transit System

Fall 2005 saw the start of the Central Transit program that circulates from the north end of campus to the south end of the city. In the morning Central Transit circulates the perimeter of campus to assist students in getting to class and help alleviate parking congestion. The route is then expanded in the afternoon to include access to the south part of Ellensburg. The afternoon route continues until midnight every day of the week.

The route passes by the Starbucks Coffee shop on University Way on the east side of campus, corresponding with the Airporter Shuttle.

5.2 Bicycle Promotion

Statistics compiled on bicycle registrations, thefts, and accidents show that bicycle registrations have dropped significantly (see Table 1 and 2). Bicycle registration is not required, and therefore not a reliable indicator of the total number of bicycles on campus. However, campus police estimate that the number of bike thefts on campus has indeed declined, probably due to fewer bicycles being brought to campus, students locking their bicycles, using better locks, and a proactive patrol. While the percentage of thefts and accidents has risen relative to bike registrations, theft has declined in total numbers, and accidents have risen only slightly.

<table>
<thead>
<tr>
<th>Table 1: Bicycle Data (1991 – 1993)</th>
<th>Registrations</th>
<th>Thefts</th>
<th>Accidents</th>
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<tr>
<td>1991</td>
<td>441</td>
<td>177</td>
<td>9</td>
</tr>
<tr>
<td>1992</td>
<td>694</td>
<td>128</td>
<td>5</td>
</tr>
<tr>
<td>1993</td>
<td>493</td>
<td>103</td>
<td>1</td>
</tr>
<tr>
<td>3 Year Average</td>
<td>550</td>
<td>140</td>
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</tr>
</tbody>
</table>
Table 2: Bicycle Data (2000 – 2004)

<table>
<thead>
<tr>
<th></th>
<th>Registrations</th>
<th>Thefts</th>
<th>Accidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>62</td>
<td>57</td>
<td>0</td>
</tr>
<tr>
<td>2001</td>
<td>115</td>
<td>80</td>
<td>15</td>
</tr>
<tr>
<td>2002</td>
<td>24</td>
<td>63</td>
<td>10</td>
</tr>
<tr>
<td>2003</td>
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<td>36</td>
<td>11</td>
</tr>
<tr>
<td>2004</td>
<td>39</td>
<td>88</td>
<td>7</td>
</tr>
<tr>
<td>5 Year Average</td>
<td>52</td>
<td>65</td>
<td>9</td>
</tr>
</tbody>
</table>

Covered bike pods should be provided for LEED silver % of building occupants or as a total of 10% of campus community members. To cover the higher cost of providing pods a fee can be instated in order to use a locker on a regular basis, with bike registration made mandatory.

Bicycling should also be promoted as a healthy transportation alternative. The campus has numerous wide pathways that allow the bicyclist to easily navigate around pedestrians as the move through campus. The City of Ellensburg has designated streets with sharrows as preferred pathways for bicyclist to travel through town.

### 5.3 Carpool

Carpooling, and/or vanpooling, especially for commuter students from Yakima, Wenatchee and upper-county is encouraged. Additional Sustainable Sites LEED credits may be achieved by catering to shared vehicle usage. In order to satisfy LEED standards, preferred parking for carpool and/or vanpools must be provided to 5% of the parking lot capacity or proper infrastructure and support programs to facilitate shared vehicle usage must be implemented. The ride share listing on the CWU intranet will be one support program used as a means for connecting students and staff alike.

### 5.4 Other Means of Transit

A system of loaner bikes for cross-campus transportation was attempted in the past, with little success. The bikes were not valued by the public, as common property, and were vandalized, destroyed, or stolen.

Another suggested means of cross-campus transport is having loaner golf carts. This would be at a greater cost to CWU than bicycles, and may be similarly treated as loaner bicycles have been.

### 5.5 Alternative Fuels

Part of the rationale for the Washington State Commute Trip Reduction Law is a concern over the emissions of air contaminants from excessive motor vehicle use. Another goal of the law is in decreasing consumption of gasoline, thereby reducing dependence on imported petroleum and improving the nation’s energy security. Using alternative fuels in CWU vehicles can help achieve these ends. The following alternatives are currently under consideration:

Biodiesel: for motorpool and equipment
Electric golf carts: for within campus transit in operations, maintenance, and delivery
Hybrid: for motorpool
E-85 Ethanol: for motorpool, some fleet vehicles are already E-85 compatible.
Compressed Natural Gas: for maintenance vehicles.
6.0 Safety and Aesthetic Considerations

6.1 Designated bike or pedestrian areas
Most interior campus malls will be designated bicycle/pedestrian-only pathways. These will be motorized vehicle restricted. One method is to place removable or “drive-over” bollards at entrance points to these pathways. The slowdown time required to remove and replace the bollards would reduce the amount of “cutting across” campus, and it will not go unnoticed to drivers that they are in a vehicle-restricted area, while allowing emergency and authorized vehicles easy access. Enforcement of any new restrictive policy will be a high priority. Stop signs should be placed for bicycles at designated congestion points.

6.2 Signage
Functional, attractive, and consistent signage will assist persons in finding the appropriate route, potential parking, and particular buildings. Campus entries will continue to be marked with the signature concrete and brick signs in visible areas. The southwest gateway at University Way and D Street shall be replicated on the southeast end at University Way and Chestnut Street. The installation of new signage began in fall of 2009. The new signage was created as a signage family. The signage family coordinates all the signage on campus such as wayfinding and building signage. The signage has also been coordinated with the City of Ellensburg. Refer to the 2010 Wayfinding and Signage Plan.

6.3 Lighting
Lighting appropriate to the level of use of each pathway should be provided. Currently, all paved/maintained paths are fully lit. Blue lights and emergency phones are located across campus as safety mechanisms. They are largely associated with main pathways and parking areas. The Parking Redesign Task Force (A sub-committee of the Campus Site & Development Committee) will also be reviewing the parking lot lighting levels. This is to ensure that adequate lighting is available for safety. All exterior light shall be LEED 2009 Dark Sky compliant.

6.4 Winter Concerns
Snow removal is an important factor in circulation planning on the CWU campus. Snow is cleared from primary walkways first (ADA routes, fire/police accessibility, and crosswalks are given priority) and parking lots (see Figure 6). Hand shoveling is then done on outside staircases and bridges. Parking lot and mall/sidewalk crews work simultaneously. The goal is to provide a cleared campus before 8 or 9 am.

Snow piles are collected on site until they become too large. At that point, snow is transferred by loader and dump truck to the Community Field and the open area west of Brooklane. Snow piles are left on hard surfaces to avoid grass/plant death, though grounds crews work on sod damage from plow blade and sand all spring despite protection efforts. FMD Grounds feels there are too few parking stalls dedicated to snow pile collection, notably in the Music Building parking area. All parking lots end up losing some stalls to snow piling.
Figure 7. ADA Routes
Ice buildup on walkways can be mitigated by the placement of utilidors containing steam pipes under pathways. While currently there are few places with steam under sidewalks, they have greatly eased winter walkway maintenance and steam lines should be coordinated with walkways in the future wherever possible.

Sand is the primary material used in ice remediation across campus. Sand is laid as soon as snow is plowed, because the likelihood of freezing is typically high in this climate. Salt is used on a limited basis. It is under review for its potential to stain concrete pavers, and while the Material Safety Data Sheets (MSDS) states this salt is safe for plant material, grounds will continue to use salt on a limited basis until this is confirmed. Sand and salt are then removed with street sweepers.

6.5 Plantings
Buffer plantings will be used to break up the monotony of expansive parking lots, and on the edges to help absorb runoff. Runoff may contain mild hazardous waste (mainly petroleum products) that can be mitigated by the use of bioswales. Plantings will meet or exceed city of Ellensburg requirements.

6.6 Education
The same emphasis on education should be given at CWU as it is in the Ellensburg Non-Motorized Transportation System Plan: Section 3.6 encourages and promotes non-motorized transportation. Newspaper articles, billboards, and flyers could be posted and/or distributed to educate the general public and encourage non-motorized travel. A mandatory educational program could also be developed to introduce new CWU students to traffic laws as they relate to bicyclists. A bicycle route map should be developed and made available to Ellensburg residents, CWU students, and visitors to the area. Other communities have used advertising from local businesses to help pay for map production costs.

6.7 ADA Compliance
Access routes for persons with disabilities are shown in Figure 6, equivalent to the snow removal map. Parking and all-season pathway access will continue to accommodate persons with disabilities.
7.0 Enforcement

Police enforcement of pathway designations is essential for the safe and effective use of these circulation routes. Service routes should not be campus “cut-through’s” and vehicles should not be using service drives except for access and egress. Enforcement for CWU traffic (operations, maintenance, delivery, department services) will come from the administration; campus police will ensure non-CWU vehicles are not on service drives more than authorized.

Parking enforcement must be in coordination with the City of Ellensburg. At present, most city enforcement is complaint oriented, while CWU enforcement is consistent patrolling.
8.0 Funding
Significant funding for the above-listed projects could be gained by increasing parking rates closer to the real costs, and the subsequent budget savings. Currently, Parking Services pays more in maintenance and enforcement than it receives in permit fees.
Appendix A: Campus Facilities Master Plan Goals for Circulation Planning

The Circulation Plan (Transportation and Parking) will address parking, signage, vehicular routes, pathways, and alternative transportation.

Parking
✓ Assure adequate parking for students, faculty, staff and visitors. Expand existing parking lots where possible.
✓ Provide adequate space for parking utility vehicles near buildings and fields to reduce vehicles parking on lawns and malls.
✓ Balance parking lot size between aesthetics and maintenance needs to accommodate snow storage, etc.
✓ Consider the use of non-traditional paving options for parking lots.
✓ Develop parking options on the edges of campus to reduce within-campus driving.
✓ Create a dedicated visitor parking area.
✓ Develop a remote, safe and secure long-term parking area for residential students at the northeast corner of Nicholson and Alder.

Signage
✓ Develop sign standards and new design based on full sign inventory and mapping accomplished summer 2004.
✓ Replicate the southwest gateway at University Way and D Street on the southeast end at University Way and Chestnut Street.

Vehicular travel
✓ Evaluate and improve traffic flow in and around the university. Consider making D Street one-way between University Way and 11th Avenue. Add bicycle lanes on D Street to Nicholson Boulevard. Add traffic control devices at D Street / Nicholson and Nicholson / Walnut. Develop a truck route to the north of campus and off the main campus.
✓ Maintain and improve service drives and emergency access routes.
✓ Link to the city of Ellensburg’s transportation structure and comprehensive plan to maintain straightforward vehicular access through the community to the campus.

Pathways
✓ Develop interesting and convenient pathways, offering pedestrian and bicycle choices.
✓ Continue to develop wide walkways to foster spontaneous meetings and to allow for high pedestrian and bicycle use at peak times.
✓ Ameliorate and avoid bicycle/ pedestrian congestion points.

Alternative transportation
✓ Develop alternatives to traditional, single-occupancy vehicles as the primary means of access to campus.
✓ Encourage carpooling, and/or vanpooling, especially for commuter students from Yakima, Wenatchee and upper-county. The commuter ride-board will be promoted as a means to connecting students and staff alike.

✓ Encourage bicycling or walking through “fitness for life” and wellness-hour campaigns.

✓ Provide covered and secure bicycle storage areas.

✓ Collaborate with other local government offices to create alternative-transit options and to meet the objectives of the Commute Trip Reduction Law. Promote bicycles and other viable automobile alternatives.

✓ Reinstate a nighttime safe shuttle for on-demand transit. This could be done in conjunction with the local taxi service, billed to the university, as an example.